

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Arctic)	REPORT	
SUBJECT	Port of Murmansk	DATE DISTR.	14 March 1955 25X1
		NO. OF PAGES	5 25X1
DATE OF INFO.		REQUIREMENT	
PLACE ACQUIRED		REFERENCES	
DATE ACQUIRED	This is UNEVALUATED Information		25X1

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

1. [] ship arrived at the entrance to Kola Bay at 1700 hours on 29 July 1954, there were two destroyers and about ten MTBs maneuvering in the channel west of Kildin Island (N 69-21, E 34-10) (See sketch No. 1). [] ship sailed near the shore on the eastern side of the island. 25X1
2. The MTBs proceeded toward the west at about fifteen knots, laying a smokescreen as they went. [] All the MTBs disappeared into a bank of fog which lay midway between Kildin Island and the land to the east. Behind the MTBs there was a large destroyer which was moving slowly toward the west. When the MTBs disappeared into the fog, the destroyer turned and sailed back toward Kildin Island at a high speed. Immediately afterwards, another destroyer came out of the fog with five or six MTBs on each side. There was about one mile between the boats, all of which went back to Kildin Island in line formation. [] they proceeded at an incredible speed considering the weather, as there was a fresh breeze and a short sea. 25X1
3. The two destroyers were of the same type (See sketch No. 2). [] they had two stacks each, and a mast forward of the first stack. Aft of each stack there was a torpedo battery on the midship line; each battery had four tubes. The after end of each destroyer was diagonally inclined and angled acutely toward the water. [] Each MTB had one torpedo tube on each side and a gun on the afterdeck, but there was no gun on the foredeck. The exhaust pipes were under the stern frame. 25X1
4. Four very large vessels were anchored in Vayenga Bay (N 69-05, E 33-26). All four vessels were about the same length and all had two stacks each; however, there were two different types of vessels in the group. Three of them were similar but the fourth was different. Their common characteristic was the relatively short foredeck with a sharp drop to the afterdeck (See sketch No. 3). The vessel that was different from the others had a more pointed bow and there were two breaks in the ship's deckline. (See sketch No. 4). [] 25X1

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

25X1

-2-

5. Near the pier behind the four large vessels there were two or three ordinary destroyers, of the same type [redacted] observed at Kildin Island. There was also an unusual vessel which was longer than the destroyers and had two stacks. This vessel had a very long, low superstructure and a very low afterdeck. [redacted] 25X1
6. In Roslyakova Bay (N 69-03, E 33-11), there were three small destroyers at anchor. No details were observed. At the pier in Rosta (N 69-03, E 33-05) there were three or four destroyers. They were also of the same type as the two which were seen near Kildin Island. [redacted] 25X1
[redacted] There were three additional destroyers of the same type at anchor away from the pier. [redacted] 25X1
7. [redacted] In Vayenga Bay a number of small vessels were moored at the pier, including tugboats and small patrol boats. [redacted] 25X1
8. At Rosta there were five fully-manned destroyers. Four of them were moored at the pier, and the fifth was at anchor a short distance away from the pier. [redacted] The vessel that lay at anchor appeared to be practicing clearing the ship for action [redacted] 25X1
[redacted] Whistles shrieked and men ran around on the deck. This activity continued [redacted] 25X1
about ten minutes after the whistles began to sound.
9. [redacted] 25X1
10. [redacted] the five destroyers were still at Rosta. One of them seemed to be having an inspection; at any rate, all the personnel on board were in parade uniform. [redacted] 25X1
11. There was an airfield on the east side of Chelmpushka Bay (approximately N 69-04, E 33-13). There was also a repair slip there and a large isolated hangar with a rounded roof. [redacted] 25X1
12. On the east side of Gryaznaya Bay (N 69-04, E 33-16) there was a tanker of 400 to 500 DWT at a small pier. There were no visible oil lines from the tanker to the pier, and there were no oil storage tanks visible on shore at this point. There were large piles of sand and stone which [redacted] might have been taken out of the mountain by means of explosives [redacted] 25X1
[redacted] A large number of trees were growing at this point, which hindered observations [redacted] many persons working in the area. 25X1
13. On the mountainside at Nileitin Point [redacted] a train consisting of a locomotive and some open boxcars. The railroad seemed to follow the direction of the inlet to this point but there were no signs of a railroad farther out in the inlet. 25X1
14. From about Vayenga Bay on out into Kola Bay, a submarine preceded [redacted] ship. At the mouth of Kola Bay it turned around and went back again. [redacted] The conning tower was highest forward and dropped off aft. There were two periscopes aft and there was a gun on the deck forward of the conning tower (See sketch No. 5). 25X1
15. On a high point near Vayenga Bay [redacted] there was a tower under construction. The tower was circular, with a diameter of about ten meters, and about three or four meters high. It was enclosed by what appeared to be new wooden scaffolding. Around the tower there was a great deal of dynamited stone. [redacted] 25X1

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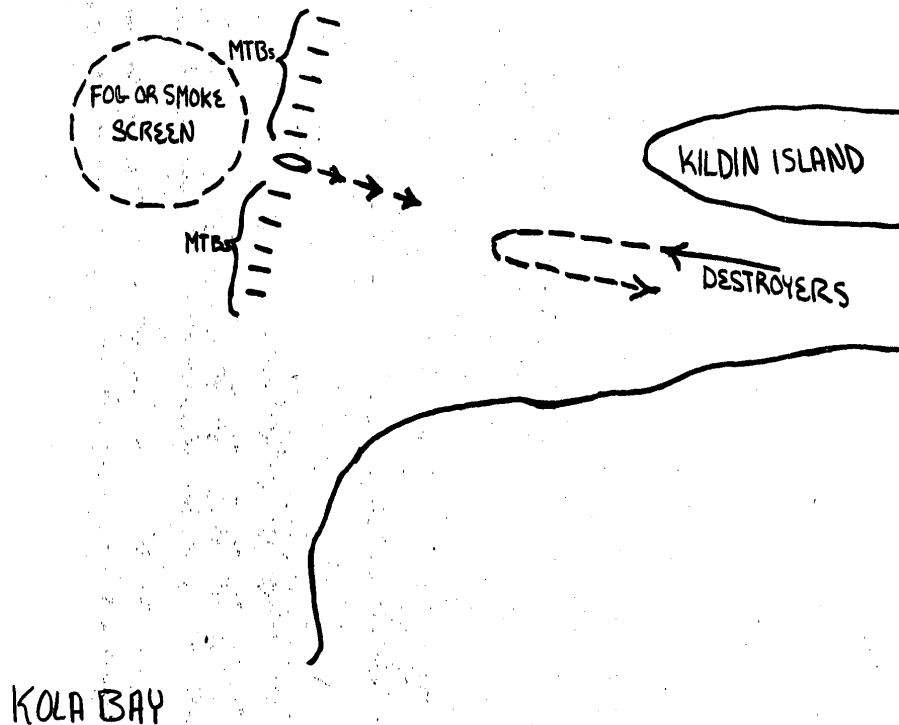
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-3-

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16. From Vayenga to Tyuva Bay (N 64-10, E 33-42) a large number of small naval vessels which turned in towards Polyarnyy (N 69-12, E 33-28). There were many different types in the group, and most of them were built of wood.

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Sketch No. 1:Sketch of Soviet Maneuvers:

S-E-C-R-E-T

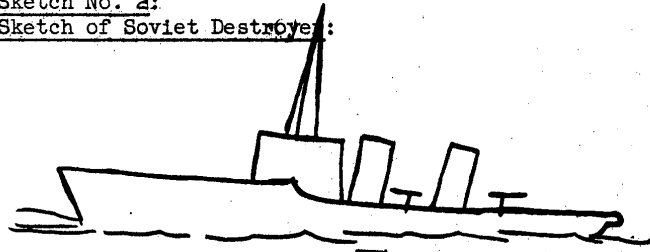
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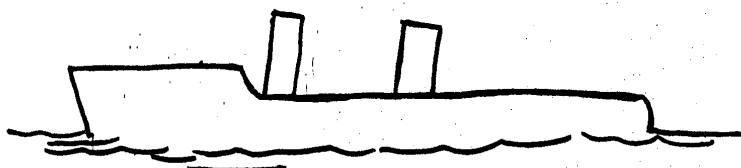
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-4-

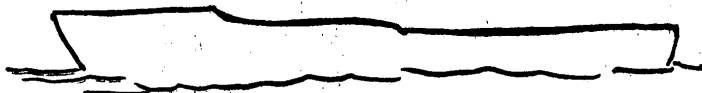
Sketch No. 2:
Sketch of Soviet Destroyer:



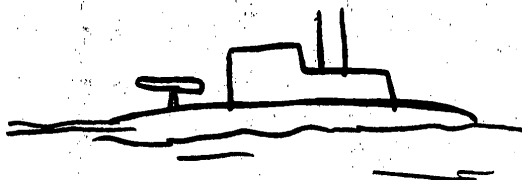
Sketch No. 3:
Sketch of Soviet Vessel:



Sketch No. 4:
Sketch of Soviet Vessel:



Sketch No. 5:
Sketch of Soviet Submarine:



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